NEWS BRIEFS

• 1961 INDEX FOR RS&C may be obtained by writing R. W. Steeg, circulation manager, Railway Signaling and Communications, 30 Church St., New York 7, N. Y.

• SANTA FE has awarded a contract to Motorola, Inc., for a 500-mile microwave system between Amarillo, Texas, and Topeka, Kan. Stub stations will be at Waynoka, Okla., and Wellington and Newton, Kan. Linking the terminals will be 19 repeater stations. Plans call for 100 channels for telephone, teletypewriter and VHF radio control. The backbone system will operate in the 6,000 mc range (MR-50 and MC-50 equipment) and the stub links will operate in the 12,000 mc range (MR-40 equipment).

• AMONG PAPERS to be presented by the Land Transportation Committee at the Winter General Meeting of the AIEE, January 28–February 2, are two that are of interest to readers of RS&C. They are "Aids for Calculating Freight Train Performance by Digital Computers," by J. E. Hogan, Pennsylvania, and "Rapid Transit Signaling and Automatic Train Control," by Charles A. Butts, Chicago Transit Authority.

• MICROWAVE and carrier symposiums, sponsored by Collins Radio Co., will be held in Columbia, S. C., January 18; Birmingham, Ala., January 25; and St. Louis, Mo., February 6–7.

• CANADIAN NATIONAL has ordered equipment from General Railway Signal Co. for installation of CTC between Melville and Watrous, Sask., 129 miles. An existing GRS control center at Winnipeg, Man., will be expanded to control the new territory via a 277-mile carrier link to the converter at Melville.

• IRT Division of the New York City Transit Authority will receive new block signaling and interlocking equipment for its 7th Avenue-Broadway line between 96th and 242nd streets. NYCTA has awarded an $11 million contract to General Railway Signal Co. for this modernization program. Included are six interlockings and the 240th street yard plant which will be modernized and brought under centralized control. A new control machine will be installed at 240th street for control of the yard interlocking and five other plants.

• GREAT NORTHERN has ordered equipment from General Railway Signal Co. for two CTC installations totaling 105 miles—one between Pacific Junction and Chester, Mont., to be controlled from Havre, and the other between Surrey and Aylmer, N. D., to be controlled from Minot.

• LONG ISLAND and the Brotherhood of Railroad Signalmen have concluded a new agreement that creates two new classes of employees—signal technicians and communications technicians—with qualifications beyond those for regular maintainers or mechanics. The agreement widens the pay spread between newly employed helpers and qualified mechanics as an incentive to helpers to better themselves and merit promotion, reports the *Long Island Railroader.*

Other provisions include: Newly hired helpers are put on two-year probation, with aptitude and suitability to the job to be carefully watched by both management and union. Ability and fitness placed before seniority in advancement of employees to higher grades. Labor-management machinery set up to adjust pay upward or down-

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ward for individual maintainer positions as technological changes alter duties and responsibilities. Joint labor and management training provided to help employees qualify for better positions.

The agreement also includes a three-year moratorium on local changes of wages or compensatory rules, except for the individual job reassessments provided for.

● RADIO USAGE in connection with train operation came under the fire of George E. Leighty, chairman, Railway Labor Executives' Association. At a press conference, Mr. Leighty said the unions are concerned about the safety of train operations and charged that some roads "are permitting train meets without the knowledge of dispatchers," and that supervisory officials are using radio to change dispatchers orders. Information supporting this charge, he said, came from reports he had received from railroad employees. RLEA has not reached a final decision as to what it will do, but it may go to the FCC, Mr. Leighty stated. Another course of action he mentioned is that interested unions may decide to file a demand for what they regard as an adequate rules set-up under provisions of the Railway Labor Act.

● AT&T'S TELPAK tariff modification, which had been suspended on September 8 for 90 days, went into effect on December 8. This is the modification which will permit the telephone company to provide Telpak service by whatever facilities are available, as contrasted to requirements under prior FCC rulings that Telpak service could be provided only via "discrete broadband channel assignments." According to *Telecommunications Reports,* hearings on the investigation into Telpak tariff, which began December 11, are concerned with AT&T's testimony that Telpak tariffs would be competitive with private microwave systems for furnishing bulk communications. To provide a cost study for the Telpak proceedings the FCC Common Carrier Bureau staff has advised that it will limit its cost study to four customers, rather than the full scale study originally proposed, which AT&T said would require up to 10 months to prepare.

● C&S SECTION, AAR, has announced the election of the following officers for 1962: Chairman, **S. W. Miller,** superintendent communications, Nickel Plate; first vice-chair-

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man, **H. B. Garrett,** signal engineer, Southern Pacific; second vice-chairman, **J. H. Wallis,** communications engineer, Baltimore & Ohio. New members of the Committee of Direction include **M. F. Black,** superintendent communications, Denver & Rio Grande Western; **L. R. Thomas,** superintendent communications, system, Santa Fe; **V. S. Mitchell,** signal engineer, Chicago & North Western; **W. W. Hartzell,** engineer of signals and communications, Boston & Maine; and **P. P. Ash,** superintendent communications and signals, Louisville & Nashville. Other members of the Committee of Direction include **F. Youngwerth,** general superintendent communications and signals, Erie-Lackawanna; **H. C. Stratton,** general signal engineer, Union Pacific; **R. C. Steele,** engineer of signals, Canadian Pacific; **P. A. Flanagan,** superintendent of communications, Chesapeake & Ohio; **L. B. Yarbrough,** superintendent signals and communications, Wabash; **A. J. Hendry,** signal engineer, Northern Pacific; **G. H. Pescud,** general manager, communication department, Canadian Pacific; and **J. R. DePriest,** superintendent communications and signals, Seaboard Air Line.

Railroad Personnel

Ernest J. Awishus

Ernest Elsey

● CANADIAN PACIFIC. **Ernest Awishus,** superintendent of communications for the Manitoba district, Winnipeg, has been appointed general superintendent of communications for the Prairie and Pacific regions, with the same headquarters, succeeding **Ernest Elsey,** retired. Mr. Awishus joined the communication department as a messenger at Winnipeg in 1923 and served as a clerk and relieving agent before moving to Montreal as special representative in 1943. At Montreal he served as general agent, 1948–52, and superintendent of traffic, 1952–54, following which he was superintendent of communications of the Algoma district before being transferred to Winnipeg in 1959.

Mr. Elsey entered the employ of the CPR as a messenger in 1915. After serving as operator, wire chief, inspector, and superintendent of traffic at various points, he was appointed district superintendent in 1943. He became general superintendent of communications at Winnipeg in 1959.

● ATLANTIC COAST LINE. **A. H. Harriss, Jr.,** has been appointed assistant to chief engineer communications at Jacksonville, Fla.

● SANTA FE. **Dale R. McNemar** has been appointed assistant to superintendent of communications at Chicago. He was born at Agenda, Kan., in 1912, and began his railroad career as messenger in the telegraph office at Fresno, Calif., in 1937. He moved up through the ranks at various points throughout the system, and in 1953 was promoted to chief clerk in the communications department at Chicago, which position he held until his recent appointment.

● SOUTHERN. **James W. Bradley** communications engineer at Washington, D. C., has been appointed superintendent of communications at Charlotte, N. C., succeeding **D. Garland Whitfield,** retired. **James T. Hudson** general supervisor of communications at Charlotte, has replaced Mr. Brad-

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ley at Washington. **George E. Ryan,** assistant communications engineer at Charlotte, has been named general supervisor of communications there, succeeding Mr. Hudson.

Mr. Bradley is a native of Pittsburgh, Pa. He began his service with the Southern in December 1941 as a telephone maintainer at Atlanta, Ga. Appointed general foreman in the communications department in 1946, he advanced to general supervisor of communications at Chattanooga, Tenn., in 1951 and to communications engineer at Washington in 1958.

• CANADIAN NATIONAL. **G. T. Durkin,** assistant superintendent, Telecommunications department, at Edmonton, Atla., has been appointed sales and operations superintendent, Western region, at Winnipeg, Man.

Obituaries

• D. L. JOHNSON, signal supervisor of the Northern Pacific at Jamestown, N. D., died October 24.

• WORTH ROGERS, 78, who retired in 1951 as general superintendent of communications of the Missouri Pacific, died in a hospital in St. Louis on October 30. He worked for the MP for 43 years, starting as a telegraph operator. Mr. Rogers served a term as chairman of the Communications Section, AAR.

Supply Trade News

• GENERAL RAILWAY SIGNAL CO. **Nathan R. Owen** has been elected chairman, succeeding **Paul Renshaw,** who has retired after 50 years with GRS. Mr. Owen, a general partner in J. H. Whitney & Co., New York private investment company, has been chairman of GRS's executive committee. Mr. Renshaw will continue as a director and a member of the executive committee and will serve as a consultant on foreign operations.

Joseph H. Binder

Roy C. Raasch

A. B. Leach

G. D. Sewick

• MATHIAS KLEIN & SONS. **Joseph H. Binder,** formerly associated with Goodyear Industrial Products Division, has been appointed district manager in the Chicago area.

• WHITNEY BLAKE CO. Appointed **Buckeye Telephone & Supply Co.** as a distributor of its telephone wire and cable.

• COPPERWELD STEEL CO. **Erich G. Elg,** who served Copperweld in various sales and managerial capacities for 38 years, has retired as midwestern sales manager. He has been succeeded by **Roy C. Raasch,** with headquarters in Chicago. **A. B. Leach,** district manager in San Francisco has been promoted to western sales manager there. A new sales district has been created for the southwestern area, with headquarters in Denver, which will be handled by **G. D. Sewick,** formerly sales representative for Copperweld in several midwestern states.

Mr. Raasch was born in Watertown, S. D., and was graduated with a B.S. degree in electrical engineering from Iowa State College. After seven years with a public service company he became associated with Copperweld as a sales engineer. His most recent assignment was district manage in Cleveland.

Mr. Leach, a native of St. Louis Mo., attended Purdue University where he studied electrical engineering. He joined Copperweld in 193 as a sales representative and in 195 was transferred to San Francisco a district manager. In his new positio he will supervise sales activities in a the Rocky Mountain states, the Pa cific Coast area and Alaska.

• OKONITE CO. **Elliot M. Nesvi** has been appointed vice-president—marketing. He formerly held a simila position with Pyle-National Co. o Chicago.

• GENERAL DYNAMICS/TELE COMMUNICATION. Announce the following engineering appoint ments: **Sherman B. Weiner** chief en gineer—electronics engineering; **Ed ward J. Dowejko** chief engineer—cus tomer engineering, and **Arthur F Perkins** chief of advanced develop ment.

• PHILCO CORP. **Carbone Asso ciates** have been named sales en gineering representatives in th greater New York City area fo Philco's microwave communication equipment.

This Was News 50 and 25 Years Ago

The Signal Engineer, January 1912. An entertaining and informative monthly column, titled "Little Journeys on the Carpet," makes its debut with this observation by a new general manager to his signal engineer: "Stockholders will stand for a loss of $100,000 if you can consistently charge it up to the Lord, hoping it won't occur again, when they wouldn't spend $50,000 for block signals to help Him run their railway."—Santa Fe alternating current block signaling on 13½ miles of double-track consumes less than 10 kw per 24-hour day. At a commercial rate of three cents per kilowatt-hour, the cost is only $7.20 per day. The installation includes 21 normally clear automatic signals, 36 track circuits, 50 lamps, power for a 1-hp motor operating the generator charging the storage battery for an interlocking (running at 33⅓% load, 0.7 kw), lighting for two interlockings (with approach and detector locking) and two crossing bells.

Railway Signaling, January 1937. Forty-three per cent more signaling was installed in 1936 than in 1935: Figures show 101.7 track-miles of CTC, 205 controlled signals, 838 automatic signals for CTC and ABS, 86 power switches; 1,049 highway grade crossings protected with flashing-light signals and 22 protected by flashers and gates; 770 working levers and home signals at interlockings.—Boston & Maine installs highway barriers where railroad crosses at an angle of 15 deg, near Wayland, Mass. When operated, the barriers rise out of the pavement to a height of 9½ in. Trains, operating at 50 mph maximum, total 8–10 daily and normal highway traffic totals 2,921 vehicles.